

SCHOONER ERNESTINA COMMISSION (SEC)

Meeting July 28, 2015

Summary Notes

PRESENT: Licy DoCanto, Karl Pastore, Laura Pires-Hester, Eugene Monteiro, Fred Sterner (Brian Rothschild unable to attend.) Also: Harold Burnham (DCR/Owner's Rep); Julius Britto, Mary Anne McQuillan, Rick Porteus, Chuck Smiler

Minutes of the previous meeting were reviewed. A concern was raised about use of the word "transfer" regarding MAMaritime Academy. It was agreed that we all need to be careful regarding our use of language especially during this transition period of negotiations about future relationships and future of Ernestina-Morrissey. *The Minutes were approved, with this notation.*

Primary focus of the meeting was the presentation and update from Mr. Burnham, who had been invited to attend this meeting.

- Mr. Burnham shared that he had been called in by former Executive Director Paul Brawley in 2008, as an experienced shipwright very much interested in the vessel's history. In 2013, he was also involved in restoring the Ship at Booth Bay Harbor Shipyard. He commend all who had stepped up to get her to this point.
- During this period, he has been much deeply involved in preparations for the restoration. Ernestina-Morrissey is to be restored to the condition of her Essex Shipyard period, the agreed-upon plan.
- A lot revolves around the materials that can be acquired, and the sequence of events that must therefore be planned out. He is working on the plan for materials acquisition.
- There is a very good crew at the Yard and so far there also has been very good weather. After excellent preparations by all, the Ship has been hauled out, and the 13-14 coins placed below have been located and saved.
- A Dutch Shipwright will be hired by the Yard (David Short) and scheduled to begin in October. Mr. Short was involved in building the Roseway, which was built in the same shipyard as Ernestina-Morrissey.
- Mr. Burnham also shared that a filming was done of the haul-out. *This information raised questions about the ongoing documentation and sharing of videos/photos/interpretation during the restoration process, which had been a deep concern for the Commission while the restoration contract was being developed and let. This requires further followup and clarification among DCR, SEC, and the Shipyard.*
- Restoration materials will need different lead times, making necessary to differentiate between short/long term schedules and expectations. Some timelines for example must go out to 2019. This will also mean that it will be necessary to keep up the maintenance of what has already been repaired/restored. The longer the ship is out of the water, the more ongoing daily maintenance will be required. It should be possible to purchase the wood by the end of the year. *Mr. Burnham and Mr. Pastore promised to check further on the status of the fir that had been purchased earlier.*

Discussion

- Dr. Pires-Hester suggested the need for a Media Committee to review and respond to periodic requests for filming, videos, etc. of the restoration and/or vessel itself. *She asked Mr. Monteiro to convene/chair a small group to consider possible guidelines and procedures; Mr. Monteiro agreed to do so.*
- *Mr. Pastore agreed to look further into what is called for in the restoration contract in regards to "interpretation" and "public education" during the restoration period.* It was reiterated that this had been a major point of discussion by the Commission as the contract was being developed and let: it is necessary that everything possible be done to counteract the "out-of-sight/out-of-mind" syndrome that

could set in while the Ship is in away from New Bedford; continuous updates and documentation can also enhance fundraising prospects.

- Dr. Pires-Hester noted that a Wareham High School classmate, Fred Beauchemin, has a summer home in Booth Bay Harbor and has shared some photos that were disseminated through SEMA's Newsletter.
- Regarding the anticipated timeline for completion, it was noted that the Adventure was finished in about 6 years, 2007-2013.
- It was further noted by Mr. Burnham and Mr. Sterner that it may make sense to change the tonnage during this restoration, a matter related also to licensure.

Report from SEMA (Schooner Ernestina-Morrissey Association)

- Mr. Britto commented that this is a multi-faceted challenge and SEMA is excited to be a part of it. SEMA had a very good Annual Meeting recently, and was looking forward to working with newly-hired Development Director Matthew Stackpole to accelerate fundraising.
- He reiterated the need to identify as soon as possible what other items will be required in the Schooner's restoration, above and beyond the current Booth Bay contract.
- He and Ms. McQuillan also noted the intention to pursue the National Maritime Heritage grants, which could go up to \$200,000. *She also asked who might provide the matching funding required in the proposal. Mr. Pastore will follow up on that.*

Public Comment

- Mr. Smiler raised a concern about storage and/or usage of equipment already on the ship.
- Mr. Porteus recommended that we be constantly vigilant and careful about restoration decisions that might affect operational and /or programming usage in the future.

Dr. Pires-Hester thanked Mr. Burnham for his presence and update. She reminded everyone about the "What's Up With Ernestina?" Community Gathering scheduled for Saturday, August 22, at the Cape Verdean Cultural Center.

The next meeting was scheduled for Tuesday, August 18, 9-11am, thereby following the meeting scheduled with MA Maritime Academy for Monday August 17.

Respectfully submitted,
Laura Pires-Hester, Ph. D.